

TENNESSEE GENERAL ASSEMBLY  
FISCAL REVIEW COMMITTEE



**FISCAL NOTE**

**SB 603 - HB 899**

March 7, 2013

**SUMMARY OF BILL:** Authorizes all freight motor vehicles traveling over the state highway system, instead of only farm trucks, machinery trucks, and trucks hauling logging, sand, coal, clay, shale, phosphate, solid waste, and recovered materials, to have a margin of error of 10 percent over the gross weight limit of 80,000 pounds.

**ESTIMATED FISCAL IMPACT:**

**Decrease State Revenue – Exceeds \$250,000/Highway Fund**

**Other Fiscal Impact – According to TDOT, state route pavement preventive maintenance expenditures will increase to mitigate the effects of increased damage of the state highway system resulting from the higher number of vehicles with weight in excess of 80,000 pounds traveling over the state highway system. The amount of any such increase is dependent upon several unknown factors and cannot be reasonably quantified.**

Assumptions:

- Pursuant to Tenn. Code Ann. § 55-7-205(a)(1) and Tenn. Code Ann. § 55-7-205(h)(3), the Commissioner of the Department of Transportation (TDOT) is authorized to impose a \$15.00 plus \$0.05 per mile fee for special permits for the movements of freight motor vehicles carrying gross weights in excess of the gross weight limit of 80,000 pounds.
- Pursuant to Tenn. Code Ann. § 55-7-205(a)(7), all fees received shall be placed in the Highway Fund.
- Based on information provided by TDOT, there were approximately 11,000 overweight permits for weights from 80,000 to 88,000 in FY11-12. The exact amount of fees collected is unknown, but is reasonably estimated that such collections exceed \$250,000 per year.
- Authorizing all freight motor vehicles to have a margin of error of 10 percent over the gross weight limit of 80,000 pounds would result in a recurring decrease in state revenue to the Highway Fund that exceeds \$250,000.
- According to TDOT and based on current traffic levels, authorizing all freight motor vehicles to have a margin of error of 10 percent over the gross weight limit of 80,000 pounds without first obtaining a permit, would result in an increase in the number of vehicles with weight in excess of 80,000 pounds. As a result, this would increase strains

in the pavements and lead to more rapid deterioration of the state highway system, leading to an increase in the state route pavement preventive maintenance expenditures to mitigate the effects of such damage. The amount of any such increase is dependent upon several unknown factors and cannot be reasonably quantified.

**CERTIFICATION:**

The information contained herein is true and correct to the best of my knowledge.

A handwritten signature in black ink, appearing to read "Lucian D. Geise". The signature is fluid and cursive, with the first name "Lucian" written in a larger, more prominent script than the last name "Geise".

Lucian D. Geise, Executive Director

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